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No. 17,201, 號一零百二千七第 日九十月五年丑癸

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Hongkong, 11th March, 1913. [616]

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8.00 "	" 10.00 "	" 15 "
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11.30 "	" 12.45 p.m.	" 10 "
12.45 p.m.	" 1.15 "	" 15 "
1.15 "	" 1.45 "	" 10 "
1.45 "	" 2.15 "	" 10 "
2.15 "	" 5.00 "	" 15 "
5.00 "	" 8.10 "	" 10 "
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8.50 p.m.	and 9.00 p.m.	9.30 to 11.00 p.m.
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1.00 p.m.	" 5.00 "	" 15 "
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NIGHT CARS as on Week Days.		
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Hongkong, 1st April, 1913. [522]

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[a23]

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Hongkong, 21st May, 1913. [654]



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Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
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3 Dry Docks.
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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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Hongkong, 28th May, 1913. [720]

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Bedrooms with European Bath and
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Reasonable Rates.
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H. HAYNES,
Manager.
Hongkong, 2nd August, 1912. [a53]

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TELEGRAPHIC ADDRESS: "COMFORT,"
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Hongkong, 1st September, 1910. [a36]

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P. O. PEUSTER,
Manager.

Hongkong, 1st January, 1913. [146]

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STANDING in its own grounds, with Tennis
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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road
Hongkong, 4th December, 1907. [a34]

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Hongkong, 16th April, 1913. [584]

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Our Celebrated Very old
Liqueur Scotch Whisky is a
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great age, very fine, and
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has established its reputation
as THE LEADING SCOTCH
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**A. S. WATSON & CO.
LIMITED,**

ALEXANDRA BUILDINGS.

[22]

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publication but as evidence of good faith.

All letters for publication should be
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No anonymously signed communica-
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Telegraphic Address: PRESS.
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P.O. Box, 31. Telephone No. 12.

MARRIAGE.

GUTIERRES - DOS REMEDIOS. - At Kobe,
on June 7th, LILY CANDIDA, eldest
daughter of the late Mr. Felixbino
Felix Gutierrez and Katherine
Gutierrez, of Kobe, to F. G. DOS
REMIOS, son of the late Mr.
Filomeno Remedios and Heloisa
Filomena Remedios, also of Kobe.

HONGKONG OFFICE: 10A, DES VEXE ROAD C.
HONGKONG OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 23rd, 1913.

Of all the grounds for anxiety that are
manifesting themselves in the political
situation in China, none is more dangerous
or deplorable than the apparent tendency
to resort to assassination as a party weapon.
In saying this we do not intend to imply
that the recent murders of Messrs. SUNO
CHIAO-JEN and HSU PAO-SAN were com-
mitted at the instigation or with the
knowledge and approval of the responsible
heads of the parties to which they were
opposed: it is, however, clear that it was
on account of their prominent positions as
party politicians that these gentlemen met
with their deaths. The actual crimes have
already been discussed, but there is reason
to fear that the issue is more serious than
that of the commission of a couple of
murders, but may easily develop into a
permanent phase of political life in China,
for which reason it might be well to examine its
genesis and nature. Political assassination
was almost unheard of under the Empire;
there was an isolated outrage at the Peking
railway station some seven or eight years
ago, but apart from that all acts of political
violence were more in the nature of open
war by rioters, and not the fruit of plot

and conspiracy against obnoxious officials.
The revolution was born in violence. It
will be remembered that one of the most
effective arguments used by the republican
propagandists took the form of small hand-
grenades, while even the future Vice-
President's scruples were overcome at the
point of the bayonet. The killing of some
of the old officials, as TUAN-FANG and CHAN
ERH-YEN, really resembled assassination
more than war—it was evident in many such
cases that the fiat had gone forth that,
whatever happened, certain men were to die.
Moreover, in a time of revolution, when
civil war was being waged between two
political schools, it was but natural to
regard political opponents, and particularly
leading men among them, as marked out
for slaughter. Such views were then
unexceptionable, but when the justifying
reason vanished with the abdication of
the Emperor and the establishment of a
united Republic, it was not possible im-
mediately to banish the habits of thought
that had been created during the period of
civil war. Before the abdication, the
southern Press could find no language bad
enough for YUAN SHUN-K'AI. "Traitor
YUAN" or "Brigand YUAN" were the com-
mon appellations for him, and it was
evident that his death would have been
regarded as a blessing to the republican
cause, and when an attempt was made on
his life, it did not provoke any outburst
of detestation and horror in the Cantonese
Press. All this, too, was at the time per-
fectly intelligible—things could scarcely
have been otherwise—but it has left its
heritage to the present day in the precarious
position of the President, with his
elaborate precautions and strong bodyguard,
constant fear of assassination, a fear that
will not be diminished by the fate of his
adherent, "Tiger" Hsu. In all this, again,
there is no cause for wonder: the hot-bloods
of the extreme republicans were taught
during the revolution that YUAN SHUN-
K'AI's life was forfeit on account of the
divergence between his political views and
theirs. After the revolution they hear him
still decry by their leaders, and still see a
wide divergence between his views and
policy and their own, and accordingly there
would be no reason for surprise if they
deduced that he was still under the neces-
sity of expiating his political heterodoxy
with his life. Such a conclusion would be
abhorrent to us, but it is not difficult to
see how fanatics of the Kuomintang might
be led to believe it. It is from these
causes that a state of affairs is developing—
as witness the "Holy Judicial Organization
for Supervising the National Assembly
and the Government," with its death sen-
tences—that may prove fatal to the orderly
government of the country. Political
assassination has an unfortunate tendency
to provoke further assassinations in
recrimination, and in the atmosphere
thus engendered the counsels of moderate
men pass unheeded. Political assassina-
tion carried on to any extent would
soon reduce China to the level of the
minor Republics of the South American
continent, and finally result in the disinte-
gration of the country into a number of
petty States. The tendency to resort to this
weapon would be soon checked by getting
the violent partisans on either side to realize
that the murder of an opponent is far more
likely to harm than to benefit one's own
cause, and is, at the same time, liable to
produce retaliation. The stern discounten-
ancing by the recognized party leaders of
such measures is bound, too, to bear its
fruits, but above all, a legitimate vent must
be found for the energies of the extremists.
They are fully entitled to their political
opinions so long as they hold them honestly,
and are equally entitled to a fair opportunity
of putting them into effect so long as they
seek it by legitimate means, and with free
and systematic Government in Peking and
the Provinces they should find this, and
should at the same time find that the
re-creation of China will offer a wide field in
which each school of thought may play a
useful part of its own.

Mrs. Basil Taylor left for Home on
Saturday *via* Canada, and proposes
returning in the autumn *via* Siberia.

More than one person in China has been
credited with having won the Calcutta
Derby Sweep; but these reports are
erroneous. The drawer of Aboyeur was
a planter in India. Craganour was
drawn by a gentleman who was formerly
A.D.C. to a Governor of Bengal. The
second horse was drawn by an assistant in
a banking firm in India, and the third by
a native servant.

The U.S.A. transport *Liscum*, which was
recently raised at the Old Dock, Shang-
hai, having been completely emptied of
the accumulated mud in the hold after
her long submersion, was docked at the
Old Dock last week. The work of repair-
ing the transport will now proceed with
all speed. The cause of the vessel's sink-
ing is as yet unexplained, but as at the
time of sinking there was a gale of wind
blowing, and the vessel being empty she
heeled over to a considerable degree, most
likely the water poured in through some
of the open ports.

UNIVERSITY OF HONGKONG.

The Dean of the Faculty of Medicine
(Dr. Francis Clark) has been officially
informed that the General Medicine
Council of Great Britain has decided to
recognize the Degrees in Medicine and
Surgery of this University, granted after
examination, for registration in the
Medical Register.

UNIVERSITY OF HONGKONG.

Dr. Francis Clark (Treasurer) begs to
acknowledge with grateful thanks the
receipt of the following generous contri-
butions towards the cost of laying out
the Students' new Recreation Ground on
the Pokfulam Road.

The ground has an extent of some five
acres and the estimated cost of levelling
and turfing amounts to about \$20,000, so
that further contributions are asked for,
to enable the work to be put in hand
promptly with a view to the ground being
ready for use before the end of the present
year.

Chiu U Tin, Esq. \$1,000
Au Chak Man, Esq. 1,000
Cheong Sum Woo, Esq. 1,000
Leong Shiu Kong, Esq. 500
Leong Yan Po, Esq. 500

The members of the Union have decided
that donors of \$1,000 shall be elected
Vice-Presidents of the Union for life, that
donors of \$500 shall become Honorary
Life Members, and that the names of all
donors of \$100 or more shall be inscribed
on a tablet to be placed in the students'
recreation room.

THE CIRCUS.

The Hippodrome Circus was again
the principal centre of attraction on
Saturday evening, and the spacious
marched at Causeway Bay was filled to
overflowing, ample testimony, if any were
needed, to the popularity of this particular
kind of entertainment in Hongkong. The
Chinese section of the community were
much in evidence and followed with the
keenest interest the many items on the
excellent programme, which was sufficiently
varied to satisfy the tastes of the most
fastidious. Feats of strength, trick
cycling and gymnastic displays coupled
with the usual trained animals and
equestrian exhibitions came in for
much applause. But not the least
pleasing features of the entertain-
ment were the antics and absurdities of
the clowns, and the delight evinced by
the younger members of the assembly at
their amusing drolleries. The Circus
remains in Hongkong for another week,
after which, we understand, it will
proceed to Canton and other ports usually
included in the itinerary.

INSURANCE BUSINESS IN JAPAN.

SOME INTERESTING COMMENT.

The following remarks are made by a
Tokyo news agency on an interesting
topic.—The object of the Government in
increasing the amount of the security to
be deposited by foreign insurance com-
panies in Japan is said to be, first, the
prevention of the outflow from the coun-
try of specie; and secondly, the protection
of domestic insurance concerns. The
foreign insurance companies, for their
part, contend that they have always been
large purchasers of Japanese securities,
which profits Japan. This can be illus-
trated by the fact that the amount of
documentary securities possessed by the
Equitable and four other life insurance
companies, and by the Union and 29 other
fire insurance companies reaches over
Y. 3,200,000. As to the development of
insurance alone, the number of insured in
Japan is almost negligible compared with
the number in the United States or in
England. It will thus be seen that there
is ample room left for development. It is
therefore rather surprising that the
Japanese Government has judged it neces-
sary to increase the amount of the
security. The suspension of new con-
tracts indefinitely by the Equitable and
Royal immediately on receipt of the noti-
fication concerning the increase of the
amount of the deposit was obviously not
because of any difficulty in the payment
of the sum demanded, but because it was
felt that the differential treatment was
inequitable.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SOUTH CHINA COMMAND.

LONDON, June 21st.

Major-General Francis Henry Kelly,
C.B., has been gazetted to command the
troops in South China, in succession to
Major-General Anderson.

SIR RUFUS ISAACS TO ADDRESS
HIS CONSTITUENTS.

LONDON, June 22nd.

Sir Rufus Isaacs addresses his con-
stituents on Tuesday on the Marconi
affair.

THE DISESTABLISHMENT OF THE
WELSH CHURCH.

LONDON, June 22nd.

A gathering to protest against the
Diestablishment of the Church in Wales
was held in Hyde Park on Saturday.
There were 16 large processions to the
place of meeting, headed by the Bishops
of London and Southwark, the Welsh
section, representative of almost every
parish, being led by the Bishop of St.
Asaph. The keynote of the demonstra-
tion was religious intercessions and
services at the Churches.

THE LAND CAMPAIGN.

LONDON, June 22nd.

It is stated that Mr. Lloyd George will
shortly open the Liberal land campaign.
Lord Lansdowne, speaking at Matlock,
outlined the Unionist land policy. There
was, he said, no better system than the
British system of landlord and tenant, but
it ought to be supplemented by small
ownership. The Government ought to
lend the whole instead of four-fifths of the
purchase money, which should be repaid
by annual instalments. The housing
problem was best solved by private enter-
prise. The question of the agricultural
labourer's wage cannot be solved by
Parliament.

AFRICAN POTENTATE ENTER-
TAINED.

LONDON, June 21st.

The African Society entertained King
Daudi Chwa of Uganda to a banquet at
the Trocadero. Sir Charles Lucas, former
head of the Dominions Department of the
Colonial Office, presided over a distin-
guished gathering.

THE AUSTRALIAN ELECTIONS.

PREMIER RESIGNS.

LONDON, June 21st.

The elections have resulted in the
Commonwealth Government being in a
minority of one. The Premier, the Right
Hon. Andrew Fisher, has resigned.
A later message states that the Liberal
leader, the Hon. J. Hume Cook, is form-
ing a Ministry.

AMERICAN TARIFF CHANGES.

WASHINGTON, June 21st.

The Committee of the Senate has
inserted in the Tariff Bill a clause
empowering the President to levy duties
in retaliation against anti-American
discrimination, and also to suspend the
rates on certain articles, including coffee,
tea, silk, and dress goods.

NETHERLANDS COAST DEFENCE.

THE HAGUE, June 22nd.

The Coast Defence Bill, including the
much-discussed question of the Flushing
fortification, has been adopted.

ENGLISH COUNTY CRICKET.

LONDON, June 22nd.

Worcestershire defeated Lancashire at
Manchester by 11 runs.
The match between Middlesex and
Yorkshire at Lords was drawn, and the
Yorkshiremen gained the points.
Notts gained the points on the first
innings in their drawn game with Hamp-
shire at Southampton.
Kent beat Warwickshire at Tonbridge
by six wickets.
Sussex beat Oxford University at Brigh-
ton by an innings and 33 runs.

OBITUARY.

LONDON, June 21st.

The death is announced of Sir Frederick
Johnstone, who twice owned the winner
of the Epsom Derby.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

BULGARIAN-SERBIAN HOSTILITY.

BELGRADE, June 21st.

Various frontier attacks by Bulgarian
Volunteers on Serbian regulars have
taken place, in which one soldier was
killed and a number of others wounded.

SERBIA REJECTS BULGARIAN PROPOSAL.

SOFIA, June 21st.

The Serbian Minister has handed
Serbia's reply to Bulgaria, rejecting
Bulgaria's proposal to demobilise.

BULGARIA AND GREECE.

LONDON, June 21st.

The Bulgarian Note to Greece protests
against the persecution of Bulgarians in
Macedonia and says that Bulgaria is
willing to agree to demobilisation
provided Salonika and south-western
Macedonia are jointly occupied by Greek
and Bulgarian troops.

RUSSIAN INTERVENTION.

BELGRADE, June 21st.

A Cabinet meeting is being held to con-
sider Russia's invitation to a Conference.
Well-informed circles believe that the
Government will inform Russia that she
deems a conference useless after Bul-
garia's reply to Russia.

TURKISH POLITICAL UNREST.

CONSTANTINOPLE, June 21st.

The Government is determined to make
a clean sweep of all opposition, deporting
officers and officials wholesale, and court-
martialling the principal conspirators.

THE EARTHQUAKE IN BULGARIA.

LONDON, June 22nd.

The earthquake, which occurred in
Bulgaria last Wednesday, has practically
wiped out Tirnova and Gornovotzi.
Hundreds of people were killed, and
damage was done to the extent of several
million francs. Relief committees have
been formed, and foreign aid requested.
The quakes continue at intervals, and the
distress is great.

FIGHTING IN TRIPOLI.

ROME, June 21st.

Columns from Derna and Ghagah have
had sanguinary combats with the Arabs.
The Italian casualties were 18 men killed
and 217 wounded and one officer killed
and five wounded.

SPANIARDS AND MOORS.

GIBRALTAR, June 21st.

A Company of the Lincolnshire Regi-
ment has been ordered to hold themselves
in readiness to proceed to Tangier if
required. Spanish troops are continually
leaving Algeiras for Ceuta, where fight-
ing is proceeding.

TRADE UNIONIST EXPENDITURE.

LONDON, June 21st.

The report of the Federation of Trade
Unions expresses regret that the contri-
butions during the past five years had
decreased by £20,233, and the expenditure
had increased one and a quarter per cent.

ALLEGED BRIGANDAGE ON THE
SIBERIAN RAILWAY.

AN EXTRAORDINARY STORY.

A passenger from Vladivostok to
Tsuruga told an extraordinary story the
other day to the correspondent there of
the Tokyo paper *Asahi* concerning an act
of brigandage which is alleged to have
occurred on the Siberian Railway on the
30th ultimo. He says that a mail train
bound from Irkutsk to Chita was stopped
during the night at a place called
Bakatai, by means of a red light placed
on the track, which the driver took to
be a danger signal. As soon as the train
had pulled up, about thirty men appeared
from out of the darkness and boarded the
train. They passed through the train
from coach to coach and compelled the
passengers to give up money and other
valuable in their possession. Next they
unloaded the mail-coach from the rest
of the train, and as it was connected with
the locomotive, they were able to make
off down the track, leaving the passenger
coaches standing helpless. To all this the
people on the train had to submit without
resistance, for the robbers were well
armed and threatened all who refused to
obey them with death.

The robbers drew up after proceeding
some distance and rifled the mailbags,
after which they escaped into the wilds
of the country. Meanwhile, the engine
driver, who had managed to run back to
a station nearby for assistance, sum-
moned a company of police and
gendarmes, but the latter arrived too late
to be of any use. It is said that the
robbers got away with no less than 80,000
roubles all told.

THE FORMOSAN ABORIGINES.

PROGRESS OF SUBJUGATION OPERATIONS.

A Taipei dispatch to the Tokyo *Asahi*
states that the defence line against the
aboriginal tribes having been continually
advanced during the past few years, the
bounds of the aboriginal district have
become much narrower. The aborigines
submitting to the Japanese authorities
are increasing in numbers, and the dis-
trict within the defence line has been in-
cluded in the general administrative
district. The Aboriginal Affairs Office
will in future, therefore, manage only the
affairs relating to the subjugation of the
aborigines and the Aboriginal Affairs
Offices at Taipei, Kagi, Aiko, and Taito
have been closed. The resistance of the
aboriginal tribes increases. However, as
their district is getting reduced and the
authorities are now preparing to sup-
press the aborigines in a grand battle
with a very powerful force.

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RANDOM REFLECTIONS.

Saturday was the longest day according to Chinese and Gregorian reckoning. Had the rain not held off in the afternoon it would have seemed much longer than it was.

Some days ago one of our police magistrates remarked from the bench that "Chinese servants were becoming unbearable." Many householders in the Colony will subscribe to this dictum, but it may well be asked if the servant problem is as great here as it is at Home, especially in view of all the complications introduced by Mr. Lloyd George? No matter where ladies meet, whether at Home, in the self-governing Colonies, in Hongkong, on the China coast or in Japan, the one fruitful topic of conversation is the iniquities of servants.

There can be no doubt, however, that the Chinese servant has degenerated in recent years. Before the difficulty was with him that he did not "savvy," now the trouble is that he "savvies" too much, or thinks he does, which is just as bad. He has become less satisfactory as a servant, and at the same time he has become more costly, wages having in many cases nearly doubled during the past twenty years or so. Perhaps if householders were to take the trouble of summoning their servants for offences committed, instead of ignoring these or taking the law into their own hands, the Chinese servant might be rendered more tractable. Or, better still, a system of registration. This should not be beyond the powers of someone in the official service, but as long as the present haphazard system, which is no system, is allowed to continue, bad and unsatisfactory servants stand just as good chances of being employed as good ones.

The protests of Kowloon against being deprived of wharf accommodation have had some result. During the present works at Police Pier, temporary stops have been constructed which meet the public convenience.

There is a good deal of criticism of company management in Hongkong which never gets to the surface, except perhaps when an occasional letter under a *nom de plume* appears in the local Press. The trenchant criticism which has come from shareholders at Home with regard to transactions between the Land Investment Company and the Land Reclamation Company has created a mild sensation. Whether the suggestions of the shareholders identified with the protest are adopted or not, no one can disagree with Mr. Gershom Stewart, M.P., when he writes "it will not work out to the benefit of Hongkong if an uneasy feeling should prevail at Home with regard to company management in the Colony." But what puzzles me is why shareholders only discover these defects after they leave the Colony?

We have had one more proof during the past week that the Government to put it mildly—does not take the Sanitary Board seriously. A communication from the Government was read at the last meeting of the Board to the effect that the Governor-in-Council, without reference to the Sanitary Board, had granted an application which the Board had previously unanimously refused. Mr. Bowley, in a minute, described the action of the Governor-in-Council as *ultra vires*. It clearly is. Section 162 of the Public Health and Buildings Ordinance reads: "No person shall construct except in a hospital any water closet or urinal having any communication with any public sewer or private drain without the permission of the Board and the consent of the Governor-in-Council." The Board had refused permission, and that settled the matter. It is especially interesting to note that the resolution was moved by a member of the Governor's Council. There should be an interesting discussion if Mr. Bowley at next meeting of the Sanitary Board brings the subject forward again, as he intimated he might do.

About two years ago Mr. Shelton Hooper resigned his seat on the Sanitary Board as a protest against the attitude of the Government towards the Board. A decision of the Board to delete certain words from a bye-law was ignored by the Government, who in submitting the bye-laws to the Legislative Council for final approval, retained in them the words the Sanitary Board had deleted. No communication had been made by the Government to the Sanitary Board on the subject, and no reference was made in the Legislative Council to the conflict of opinion between the Government and the Sanitary Board, and the consequence was that the Legislative Council passed the bye-laws as the Government had submitted them, not suspecting that the Sanitary Board's resolution had been utterly ignored. Mr. Shelton Hooper, who had been a most useful member of the Board for six years, resigned his seat in disgust.

RODERICK RANDOM.

SUPREME COURT.

Saturday, 21st June.

IN APPELLATE JURISDICTION.

A SOLICITOR'S COSTS.

Judgment was delivered in the matter of the petition on behalf of Mr. G. K. Hall Brutton, solicitor, that the bills of fees, charges, and disbursements delivered by him or his firm to Leung Shiu Kong in the matter of Original Jurisdiction action, 73 of 1904, be referred to the Registrar to be taxed, and, further, that the Registrar tax the costs of reference, and certify what shall be found due to or from either party.

Mr. M. W. Slade, K.C. (instructed by Mr. J. S. Harston, of Messrs. Deacon, Looker, Deacon & Harston) was for the appellant, and Mr. C. G. Alabaster (instructed by Mr. Reader Harris, of Messrs. Wilkinson & Grist) for respondent.

Sir Haviland de Saumarez, whose judgment was read by the Puisne Judge, said:—In the year 1901 Mr. Brutton was retained by Leung Shiu Kong to conduct a heavy piece of litigation against him at the writ of the Imperial Bank of China. The matter was very complicated and one way and another over half a million dollars was in issue. By the middle of 1908 a sum of about \$15,500 had been expended: this was before briefs were delivered for the trial or the heavy costs of a commission to Shanghai had been paid, thus between \$13,500 and \$14,000 represented the solicitor's costs, and the balance disbursements. At that time, as appears by Mr. Brutton's affidavit, which is corroborated by Mr. Slade, who was Counsel in the case, an arrangement was come to between the respondent Leung and Mr. Brutton's firm whereby the latter agreed to finance the rest of the action and to take the sum of \$15,500 and whatever might be allowed as between party and party on taxation. As the respondent was successful the result is that \$15,500 less a matter of \$554 paid by Mr. Brutton was to be taken as the difference between party and party and solicitor and client costs in the action down to its determination in Hongkong. Had the matter ended there, there would probably have been no difference between the present parties, but the Imperial Bank of China appealed to His Majesty in Council, and an undertaking was given by Mr. Brutton for the return of the costs paid in the event of a reversal of the judgment of the Full Court of Hongkong. Consequently Mr. Brutton was kept out of about \$40,000 representing the taxed party and party costs. Proceedings in Chambers were taken and an attempt made to arrange that security for the repayment of their costs should be given by Mr. Brutton's client, the respondent to this appeal. There is no question at present as to whether this agreement as to costs is or ever was binding, but it is pretty clear that it was no longer in the contemplation of the parties after these negotiations. The letter of the 7th December sends in the account of "the costs incurred in connection with the above action up to the 30th November, 1910," and after adding "there is a balance due to us of \$40,871.03" (subsequently corrected to \$41,018.56), asks a cheque for that amount. It is contended by Mr. Brutton that these bills were not delivered as representing his full charges, and he relies upon the fact that at this time the negotiations to which I have alluded were in progress. He says in effect "the bills as presented are an offer for compromise, and, as you did not accept it, I claim to start de novo and deliver a clean bill for all the work I have done." I may remark that he does not claim to have made any disbursements which were not already charged. He relies on the last paragraph of the letter of the 30th December, in which he refers to the greater sum which is to come to the respondent if he compromises. These negotiations continued with a view to Mr. Brutton getting paid, and in those circumstances he wrote the letter of the 7th December sending in an account in which he offers to surrender his claim to the money in the bank which represented the sum which might have to be repaid and which amounted to \$47,616 and to take instead the sum of \$41,018. This represented not the sum which would have been due under the old arrangement, but the balance due on the untaxed amount of the appellant's bills which had been taxed as between party and party and a further untaxed bill of \$1,350.70 which is described by him as being "in respect of different matters in the action which had not been included in the taxed bills of costs above referred to" which covers dates from the 23rd July, 1903, to the 23rd December, 1910. On the respondent asking for particulars copies of the various bills were sent on the 30th December accompanied by a letter in these words: "Herewith we beg to enclose 7 Bills of Costs commencing from the 18th April, 1904, up to and including the 23rd day

of December, 1910, together with an account showing a balance due to us of \$41,081.58. You will note that in this account sent you on the 7th December there was a mistake in the balance due to us. The correct amount is as stated in the account sent herewith and dated the 30th December, 1910." There is not a word as to compromise in the letter, and whilst I do not impugn Mr. Brutton's good faith I cannot see how he can now be allowed to read into this very explicit letter of the 30th December a condition which cannot in any way be inferred from its contents. Everything, the terms of the letter, the supplementary bill for further charges, the considerable amount already disallowed on party and party taxation as being properly chargeable between solicitor and client, points to the bill being a full bill of charges between solicitor and client, and the appellant ought to prove conclusively that it was understood to be otherwise; this he has not done. There is no reason why a solicitor should not send in a bill conditionally, so as to prevent a right in the client to have that bill taxed (*in re* Thompson, 30 Ch. Div. 441), and if Mr. Brutton had clearly indicated that this was an offer by way of settlement no doubt he could have claimed to deliver a further bill. But as has been pointed out in all these cases the provisions as to the right to tax delivered bills are for the protection of a client in view of the advantage given to a solicitor by his skilled knowledge. If the solicitor is going to claim such a right as is claimed here he must be very careful to preserve that right. This Mr. Brutton has not done. I have accordingly no difficulty in coming to the conclusion that the solicitor's bill was delivered, and delivered unconditionally. Once a bill is so delivered it is, I think, quite clear on the cases which have been cited, that the client is entitled to have that bill taxed unless it is out of time, and then if there are special circumstances a judge can order taxation. Such order has been made, and, as I think it was rightly made, the appeal ought to be dismissed. The case of *Lumsom v. The Shipote Land Co.* is clearly distinguishable from this case, as *Kemp J.* in his judgment, which he has shown to me, points out.

The Chief Justice, Sir William Rees Davies, K.C., in the course of his judgment, said—that it was impossible to contend in the face of the facts to which he referred in his judgment below, and which were set out fully in the judgments of his learned brothers, that the bills delivered were other than solicitor and client bills. The question then arose whether the Court was empowered to allow a further bill to be delivered. In his opinion it was not. He had to add that the order which he made in Chambers was never intended to order a further taxation of the bills already taxed, and if there were any ambiguity in the order it would be amended accordingly. His two learned brothers concurred in this.

The Puisne Judge, Mr. Justice Kemp, concurred in the decisions of his brother judges, pointing out that the objection to allowing an amended bill in such a case as the present was one of principle. Mr. Slade asked their Lordships to make an explicit order that the costs already taxed should not be taxed again. He contended that he had been successful on this appeal, and proceeded to refer to a matter which had taken place in Chambers.

The Chief Justice said it was not as Mr. Slade had said. Mr. Slade was not present in Chambers; he (his Lordship) was, and heard the whole thing in Chambers.

Mr. Slade—Then, my Lord, may I suggest that your Lordship's memory is at fault?

The Chief Justice—We have given our judgment, and I am not inclined to allow you to asperse the judgment we have given.

Mr. Slade—May I read your Lordship's notes?

The Chief Justice said—I will not allow you to over and over again impugn what I have said.

Mr. Slade—I did not wish to impugn what your Lordship said, but—

The Chief Justice—You have done so, and done it over and over again most offensively. You cannot always be right. None of us can always be right.

Mr. Slade—May I be permitted to suggest without any offence that perhaps in this case your Lordship's memory is playing you false?

The Chief Justice—I will hear you on Monday. We have given our judgment. If there is any question as to the form the order should take I will hear you in Chambers.

LOCAL SPORT.

VICTORIA RECREATION CLUB.

AQUATIC SITE.

On Saturday night, at the V.R.C., this Club held their first Aquatic Fête of the season. There was a large attendance, all the available accommodation being taken up before the start of the first event. The entertainment provided was of a high class order, and some good swimming was witnessed. The programme consisted of nine events, each of which proved to be very entertaining. During the evening music was discoursed by the String Band of the D.C.L.I.

The following were the results:—
Two Lengths Handicap (50 yards).—Heat I.: A. A. Claxton (scratch); Heat II.: G. C. Jorge; Heat III.: C. F. Mills; Heat IV.: R. C. Witchell. Final: 1. Mills; 2. Claxton. Time, 35 2/5secs.

Running header from spring board.—1. M. A. R. Souza; 2. L. C. Souza.

Three Lengths Handicap (75 yards).—Heat I.: H. J. White (receives 12secs.); Heat II.: F. L. Roza (receives 7secs.); Heat III.: A. R. Ellis (receives 11secs.). Final: 1. Roza, 2. Ellis. Time, 53secs.

Pillow Fight in Tubs.—R. C. Witchell.

Ladies' Nomination. Each competitor had to swim one length, pick up an egg in a spoon, place handle of spoon in mouth, and swim back to starting point.—R. C. Witchell (Mrs. Windebank).

Team Race.—1. R. C. Witchell, F. L. Roza, A. V. Barros, A. R. Ellis, and J. M. A. Remedios.

The water polo match between teams captained by Messrs. R. C. Witchell and A. V. Barros proved of a most exciting character, and much good play was seen. The teams were—White: R. C. Witchell, J. C. Finch, R. A. Carvalho, M. L. Railton, A. J. Ribeiro, A. R. Ellis, and H. J. White. Blue: A. V. Barros, A. S. Ellis, J. M. R. Pereira, G. W. Sewell, A. J. England, F. M. Ellis, and G. C. Jorge.

Following two brilliant shots by England from far out, White attacked, and Ribeiro scored with a lovely shot. Sewell worked his way right through on the edge of the bath, and threw across to Ellis, who equalised. Pereira added a second for the Blues. In the second half the Whites were always the better team, but experienced the worst of luck. Finch, a brilliant player, repeatedly had hard lines with deserving efforts. The Blues won in lucky fashion by two goal to one.

LAWN BOWLS.

POLICE v. KOWLOON.

The league match between Police and Kowloon on Saturday at Happy Valley resulted in the overwhelming defeat of the home team. Scores:—

KOWLOON.		POLICE.	
D. S. Cooper		R. C. Watt	
W. J. Crawford		J. Grant	
C. Alexander		T. Glendinning	
R. Hall		D. McHardy	
(skip)	24	(skip)	13
L. Guy		R. Booker	
J. Allan		R. Fenton	
W. Russell		J. Grant	
D. Harvey		K. McLennan	
(skip)	20	(skip)	18
A. Ramsay		A. Clark	
A. R. Whitley		J. Watt	
M. Melvor		W. Cooper	
A. Milroy		W. Cameron	
(skip)	20	(skip)	17
Total	64	Total	48

TAIKOO v. CIVIL SERVICE.

This league match played at Quarry Bay ended in a win for the home team by 25 points.

LEAGUE TABLE.		P.	W.	L.	D.	Pts.
Taikoo	2	2	0	0	4	
Police	2	1	1	0	2	
Kowloon	2	1	1	0	2	
Civil Service	2	0	2	0	0	

MINING IN THE NEW TERRITORY.

The following proviso has been added to Regulation No. 10, under the provisions of Section 5 of the prospecting and Mining Ordinance, 1906 (Ordinance No. 7 of 1906), relative to prospecting and mining in the New Territories of Hongkong:—"Provided that any or all of the conditions determined in this regulation may be dispensed with by permission of the Governor-in-Council."

UNITED SERVICES PAGAL GYMKHANA.

After several disappointments, the first Pagal Gymkhana under the auspices of the United Services Recreation Club was held on the Club's ground at Kowloon on Saturday. Excellent arrangements had been made, and the event was a pronounced success. The Club and those attending the function owe a debt of gratitude to Major A. L. Barrett, whose energy and enthusiasm in the discharge of his duties as Hon. Secretary conducted in a large measure to the success of the event. He was well supported in the field by H.E. Major-General Anderson, C.B., Colonels Rowlandson and Walton, Captain Robertson, and Lieutenant Wiltshire. Among the large number of spectators were H.E. the Governor, the Chief Justice and Lady Rees Davies, and Colonel St. John.

The results were as follows:—
BENDING RACE FOR GENTLEMEN (mounted).—1. Capt. Morgan; 2. Lieut. Torrie.

AFFINITY RACE, TELEGRAM STAKES.—Gentleman to ride, dismount, and hand a given word to partner, the latter to write out telegram, each consecutive word of which will commence with the corresponding letter of the word in question. Gentleman to remount and return to winning post. Marks for time and ingenuity.

1. Lieut. Torrie and Mrs. Walton; 2. Dr. and Mrs. Hastings.

The winning telegram, from the word "Psychological," read—"Please send your cheap hat or lend one. Going into camp at Lo-wu."

DISMOUNTED LLOYD LINDSAY.—Partners to run a distance where piles of stones are provided; gentleman to hand stones to lady, who will break two bottles; and then both to return to winning post holding hands.

1. Lieut. Elwes and Mr. Hastings; 2. Capt. Crawford and Miss Hettie Tones.

TEXT PEGGING, on ponies, with swords.

1. Capt. Hagger; 2. Subadar Sha Muhammad.

THREAD AND NEEDLE RACE (affinity).—Lady to run with thread to partner, who will have a needle and button. He will thread the needle, sew the button on to his own coat and return with lady. First in with button properly sewn on wins. Points for workmanship.

1. Capt. Atkins and Miss Liebert; 2. Lieut. Bisdie and Miss Tones.

"ULTRAPULTA" races on mules, barebacked. Ladies' nomination, the last past the post to win.

1. Lieut. Bisdie and Miss H. Tones; 2. Lieut. Bradney and Miss D. Robertson.

GENERAL KNOWLEDGE STAKES (affinity).—Gentleman to ride with sealed envelope containing questions to partner, returning with replies to winning post.

1. Commander Pope and Miss Hoskyn; 2. Capt. James and Lady Rees Davies.

PURDAH, NASHIN STAKES (affinity).—Ladies to sit behind a sheet with only their feet exposed. Men to start from a certain distance and write names of ladies in their order as they sit. No conversation allowed.

1. Capt. Crawford and Miss Tones; 2. Lieut. Hygate and Miss Hoskyn.

The prizes were presented at the close by Mrs. St. John.

THE SUEZ CANAL AND PROSPEROUS TRADE.

A FAVOURABLE REPORT.

In the report submitted to the shareholders of the Suez Canal Company at the meeting on June 2 the Board of Administration states that although the year 1912 followed a year which had been particularly prosperous and although it had to carry the burden of a reduction of 50 centimes in the canal tariff the present balance-sheet is the most favourable that has yet been submitted. There had been a good harvest in British India and great trade activity between the East and the West, and the regions beyond Suez were gradually being developed. Nevertheless the directors "in a spirit of wise conservatism" do not propose any increase in the dividend, which, together with the interest of 25 francs, will represent a gross revenue per share of 165fr. Considerable amounts will be added to the different amortization, insurance, and reserve funds; the statutory reserve fund will now exceed 40,000,000fr., and the extraordinary reserve intended to meet the consequences of the recent reduction in the tariff will reach 10,000,000fr.

The total receipts for 1912 amount to 139,922,639fr., an increase of 1,894,414fr. as compared with 1911. The total expenditure amounts to 47,725,624fr., which includes two sums of 3,000,000fr. each paid into the amortization fund and the fund for insurance and for unforeseen occurrences. Apart from 2,000,000fr. of the increase in payments into these funds the expenditure shows an increase of 673,601fr., mostly due to dredging operations. The gross total of the balance of receipts over expenditure amounts to 92,197,015fr., and the net total, after deducting the amounts carried to reserves, &c., to 59,770,066fr. After deduction from this amount of a payment into the extraordinary reserve of 2,000,000fr. and the transfer of 47,725fr. to the credit of the current year's accounts the balance of the profit to be distributed is 57,292,957fr. producing the dividend per share already stated.

INTIMATIONS



WE HAVE SO MUCH confidence in our Coffee because we know the extreme thought and care that go into the making of every pound. The watchful selection of berries, the thorough double cleaning, the perfect blend and the exact roasting combine to give you such deliciousness as we believe, no other Coffee has ever attained.

—“LOTUS” COFFEE—

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

131

HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED AT THE FACTORY.

Write or Send for Catalogue to

THE SOLE AGENTS:

Chs. J. Gaupp & Co.,

ALEXANDRIA BUILDINGS, CHATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.

CLARK & CO. SCIENTIFIC OPTICIANS 111 GLOUGHSTON ROAD HONGKONG

48

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. RETINES & CO.

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD.

SHANGHAI.



439

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matter The Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33, Telephone No. 12.
Telegraphic Address: PRESS.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

THE EASTERN EXTENSION AUSTRAL-
ASIA AND CHINA TELEGRAPH
COMPANY, LIMITED.

SENDERS OF TELEGRAMS are hereby
Notified that from the 1st JULY, 1913,
until further Notice, the Currency Charges for
Telegrams will be collected at the Rate of \$0.41
to equal Franc 1.00.

J. M. BECK,
Superintendent.
Hongkong, 23rd June, 1913. [812]

THE GREAT NORTHERN TELEGRAPH
COMPANY, LTD., OF DENMARK.

SENDERS OF TELEGRAMS are hereby
Notified that from the 1st JULY, 1913,
until further Notice, the Currency Charges for
Telegrams will be collected at the Rate of \$0.41
to equal Franc 1.00.

J. C. GOUGH,
Acting Superintendent.
Hongkong, 23rd June, 1913. [815]

BRITISH MUNICIPAL COUNCILS,
HONGKONG.

APPLICATIONS are invited for the
position of SECRETARY to the
BRITISH MUNICIPAL COUNCILS,
HONGKONG.

Applicants should state their age, whether
married or single, and should give full
particulars on the subject of their previous
experience.

A Good Working Knowledge of Accounts
is desirable.

Canvassing will constitute a disqualification.
The applicant to state the Salary required.
The successful candidate will be required to
pass a medical examination. He will assume
Office on November 1st, 1913.

Copies only of testimonials need be sent in
with the application.

Applications must be endorsed "APPOINT-
MENT OF SECRETARY," addressed to "THE
CHAIRMAN, BRITISH MUNICIPAL COUNCILS,
HONGKONG," and should reach them in not
later than August 31st, 1913.

By Order of the Council,
Secretary, B. M. C. C. Tientsin.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADELAIDE, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
HATVIA, PERSIAN GULF, CANAL, ENTAH,
AMERICAN AND SOUTH AFRICA PORTS,
ALL STEAMSHIP.

DEVANHA,
Captain W. L. Giesey, carrying H.L.
passenger's Mail, will be despatched from
this port for HONGKONG, on SATURDAY,
the 28th July, 1913, at NOON, taking
passengers and cargo for the above Port in
connection with the Co.'s s.s. "ADELPHI,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Bills and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, etc., will be conveyed by Bombay
in the s.s. "BOY" due in London on the
17th August, 1913.

Parcels will be received at the Office
until 4 P.M. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
B. A. HEWITT,
Superintendent,
Hongkong, 2nd June, 1913.

FROM EUROPE.

THE H.A.L. Steamship
"C. FERD. LAEISZ,"
Captain G. Isel, having arrived, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the hazardous and/or extra-hazardous Go-
downs of the Hongkong and Kowloon Whar-
f and Godown Company, Limited, whence
delivery may be obtained against Bills of
Lading countersigned by the Undersigned.
Optional Cargo will be carried on unles-
notice to the contrary be given TO-DAY.

All Claims must be presented within ten day
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th inst. will be subject
to sale.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 27th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Earl" from Abus.
Ex s.s. "Paul" from Stettin.
Ex s.s. "Götting" from Göteborg.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 21st June, 1913. [814]

INTIMATIONS

WANTED.

COMPETENT CHINESE TYPIST.
Good Handwriting and through Knowledge
of English indispensable.

Apply by letter to—
MANAGER,
"Hongkong Daily Press" Office,
Hongkong, 16th June, 1913. [762]

MEDICAL PARTNERSHIP.

M. B. B. (Lond.), 7 Years sole charge large
Hospital in China, married, good knowl-
edge of Mandarin, considerable experience
midwifery, diseases of Children and Major
Operations, etc., desirous to purchase share in
old established practice in the East. Free
early Autumn.

All correspondence in strict confidence—
Box 19,
Care of "Daily Press" Office,
Hongkong, 19th June, 1913. [805]

MASSAGE.

SKILLFUL, Safety in the General or
Electric.

Miss MORITA,
Care of NIMURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

FOR SALE.

NO. 199, WANCHAI ROAD, on INLAND
LOTS No. 742 and 743.

Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 3rd June, 1913. [753]

HONGKONG SHORTHAND
AND TYPEWRITING
BUREAU.

REPORTING of any Description Under
taken by Competent and Reliable Note-
Takers.

Correspondence and Tabulated Work turned
out with Accuracy and despatch.
Contracts arranged. Secretarial duties
undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 1st June, 1913. [772]

CHEESE

WE beg to inform our Customers that
we have received a New Shipment
of our well-known CANADIAN STILTON
CHEESE.

THE
DAIRY FARM CO., LTD.
[28]

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.
Hongkong, 10th June, 1913. [45]

GRACA & CO.

PAUVER St. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS
TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[529]

TO LET

TO LET.
(From 1st July, 1913.)

Apply—
LINSTEAD & DAVIS,
Hongkong, 10th June, 1913. [780]

TO LET

TO LET.

"BREEZY VILLA," No. 2, Park Road
Court. Commands splendid View of Harbour.
For Rent, etc., please apply to—
YAP HOK-ING,
No. 4, Ripon Terrace,
Hongkong, 23rd March, 1913. [107]

TO LET

TO LET.

NEW MODERN 3-ROOMED FLATS
with Two Bathrooms, Pantry, Kitchen
and Servants' Quarters. Bathrooms fitted with
English Baths. Kitchen has English Cooking
Range and Hot Water Boiler. Electric Light
throughout. Immediate Possession.

ALSO
NEW FIVE-ROOMED TERRACE
HOUSES with Tennis Courts. Ready for
occupation about 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings,
Hongkong, 12th May, 1913. [663]

TO LET

TO LET.

ON 2nd FLOOR, No. 2 PEDDER STREET
ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. [66]

INTIMATIONS

LANE,
CRAWFORD & Co.

TELEPHONE 97.



TROPICAL FLANNEL
COAT AND TROUSERS
\$30.00

WHITE ALPACA
JACKETS
\$7.00

TROPICAL
BLUE SERGE
LOUNGE SUITS
FROM \$32.00

DISTINGUISHING FEATURES.
FIT STYLE WORKMANSHIP.
DURABILITY.

WE FIT YOUR FIGURE AND YOUR PERSONALITY.
LANE, CRAWFORD & CO.

PEEK, FREAN & CO.'S
CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—
WING ON Co.
SINCERE Co.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
SUN Co.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWEE MAN.
AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:
PAT-A-CAKE.
SHOEPUKE.
TEDDY BEAR.
LEMON PUFF CREAM.
CLOTTED CREAM.

Other well-known Biscuits such as Maria, Petit Beurre, Milk, Nice, Osborne, etc.,
are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:
MACEWEN, FRICKEL & Co.,
HONGKONG AND CANTON. [392-2]

LOCATION:—CAUSEWAY BAY
HIPPODROME CIRCUS.

LAST 6 NIGHTS!

TO-NIGHT (MONDAY), JUNE 23RD,

PRESENTATION NIGHT!

Mr. K. BYSACK will present the Winner of the 3-Lengths Swimming Contest
at the V.E.C. Sports with a HANDSOME TROPHY.

MORE CHANGES IN OUR PROGRAMME!
REMEMBER 6 LAST NIGHTS!

LAST MATINEES—WED. AND SAT., JUNE 25TH AND 28TH.

FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Train after each Performance.
Box Plan at ROBINSON PIANO CO., LTD.

COL. BOB LOVE, Touring Manager.
Hongkong, 23rd June, 1913. [778]

TO LET

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS
with Two Bathrooms, Pantry, Kitchen
and Servants' Quarters. Bathrooms fitted with
English Baths. Kitchen has English Cooking
Range and Hot Water Boiler. Electric Light
throughout. Immediate Possession.

ALSO
NEW FIVE-ROOMED TERRACE
HOUSES with Tennis Courts. Ready for
occupation about 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings,
Hongkong, 12th May, 1913. [663]

TO LET

TO LET.

THE Premises presently occupied by D.
CHELLARAM, No. 56, Queen's Road
Central, as Silk Store. Also a ROOM on
First Floor above the Store, jointly or separately.
For particulars apply—
D. CHELLARAM,
56, Queen's Road Central,
Hongkong, 12th June, 1913. [789]

TO LET

NO 21, SHELLEY STREET.

Furnished, "KIRKENDOE," No. 113, THE
PEAK, 30th September. Immediate
possession.

NO. 111, PEAK, "ARDSHEAL," Furnished
or Unfurnished with immediate possession;
5-Roomed Bungalow just repaired and painted
throughout.

"CRAIG RYRIE," No. 4, The Peak, To
Let. 3 ROOMS; Tennis and Croquet Lawns;
Fine Situation.

From 1st February, 1913, MERION, No. 10,
PEAK, Furnished or Unfurnished, 6 ROOMS
To Let or For Sale. "GLENSHIEL," No.
124, Barker Road, Peak, 5 ROOMS.

For Sale—"LADSBROOKE," No. 9, Con-
duit Road, Fine View of Harbour, 8 Rooms,
3 Bathrooms, Garden and Tennis Court.
Accommodation for 30 Servants.

For Sale—"HARTING and ROGATE,"
on part of Kowloon Inland Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 19th June, 1913. [64]

TO LET

"EDGEHILL," No. 6A, THE PEAK—
FURNISHED.
For particulars apply to—
E. SUTHERLAND,
JARDINE, MATHESON & Co., LTD.,
Hongkong, 9th May, 1913. [598]

TO LET.

FILATS, "WILD DELL," No. 147
Wanchai Road, Newly Built, each Flat
with 3 ROOMS, Kitchen, Bathroom, and
Servants' Quarters. Quiet Locality.
"HOMESTEAD," No. 45, PEAK.
Apply to—
TSANG KIT-FAN,
Comptroller Department,
HONGKONG & SHANGHAI BANKING
CORPORATION.
Hongkong, 29th April, 1913. [522]

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
"ROCKLANDS," 7, Robinson Road.
Apply to—
M. J. D. STEPHENS,
Hongkong, 19th June, 1913. [723]

TO LET.

L. A. MACLENDON EAST, 74, Mount
Kee Road.
GODOWN in Ice House Road, at present
in occupation of Messrs. E. D. Sassoon & Co.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, 7th June, 1913. [587]

BANKS

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES—
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000
EVERY DESCRIPTION OF BANKING
BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum, or for shorter
periods, at rates which may be ascer-
tained on application.

BILLS NEGOTIATED AND COLLECTED
MAIL AND TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT and DRAFTS
issued on all the principal cities in
the World.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available all over the
World.

COMMERCIAL LETTERS OF CREDIT
issued.

PURCHASE and SALE of Stocks and
Shares effected.

TRAVELLERS' CHECKS sold and cashed
GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912. [220]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.
INTEREST on deposits is allowed on the
Minimum Monthly Balances at 3 1/2 per cent
per annum.

Depositors may transfer at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
N. J. STARR,
Chief Manager [119]

Hongkong, 1st July, 1911.

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
LIABILITY OF
PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.
CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

A. S. HEWITT,
Acting Manager.
Hongkong, 14th April, 1913. [133]

BANKS

THE YOKOHAMA SPECIE BANK
LIMITED.

AUTHORISED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 10,000,000

HEAD OFFICE—YOKOHAMA
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Szechuan, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to
be obtained on application.

EISEI ONO,
Manager.
Hongkong, 31st March, 1913. [44]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 9,250,000
Reserve Fund ... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Szechuan, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to
be obtained on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

THE MERCANTILE BANK
INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID UP ... £562,500
RESERVE FUND ... £415,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange
business transacted. Stocks and Shares
bought and sold on account of Customers.
Letters of Credit granted on Agents and
Correspondents all over the world.

INTEREST allowed on Current Accounts at
2 per cent. per annum on Daily Balances and on
Fixed Deposits at rates which may be
ascertained on application.

A. B. LINTON,
Manager.
Hongkong, 20th May, 1913. [90]

NEDELANDSCH-INDISCH
HANDELSBANK
(NEDERLANDS-INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKING CO.

BRANCHES AND AGENTS all over the
World.

THE BANK transacts every description of
Banking and Exchange business, receives money
on Current Account at the rate of 2 per cent. per
annum on Daily Balances. Rates on Fixed
Deposit can be obtained on application.

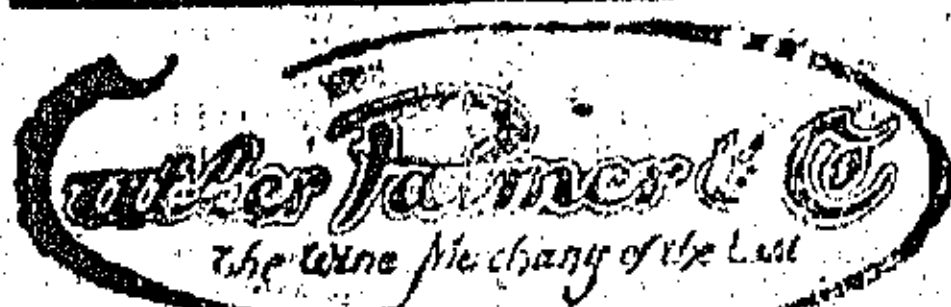
G. VERHEY, Manager,
No. 8, Des Voeux Road Central
Hongkong, 23rd April, 1913. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUND ... £15,000,000
STOCKS ... £15,000,000
SILVER ... £17,200,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS.
S. H. DODWELL Esq.—Chairman.
Hon. Mr. D. LANGLADE—Deputy Chairman.



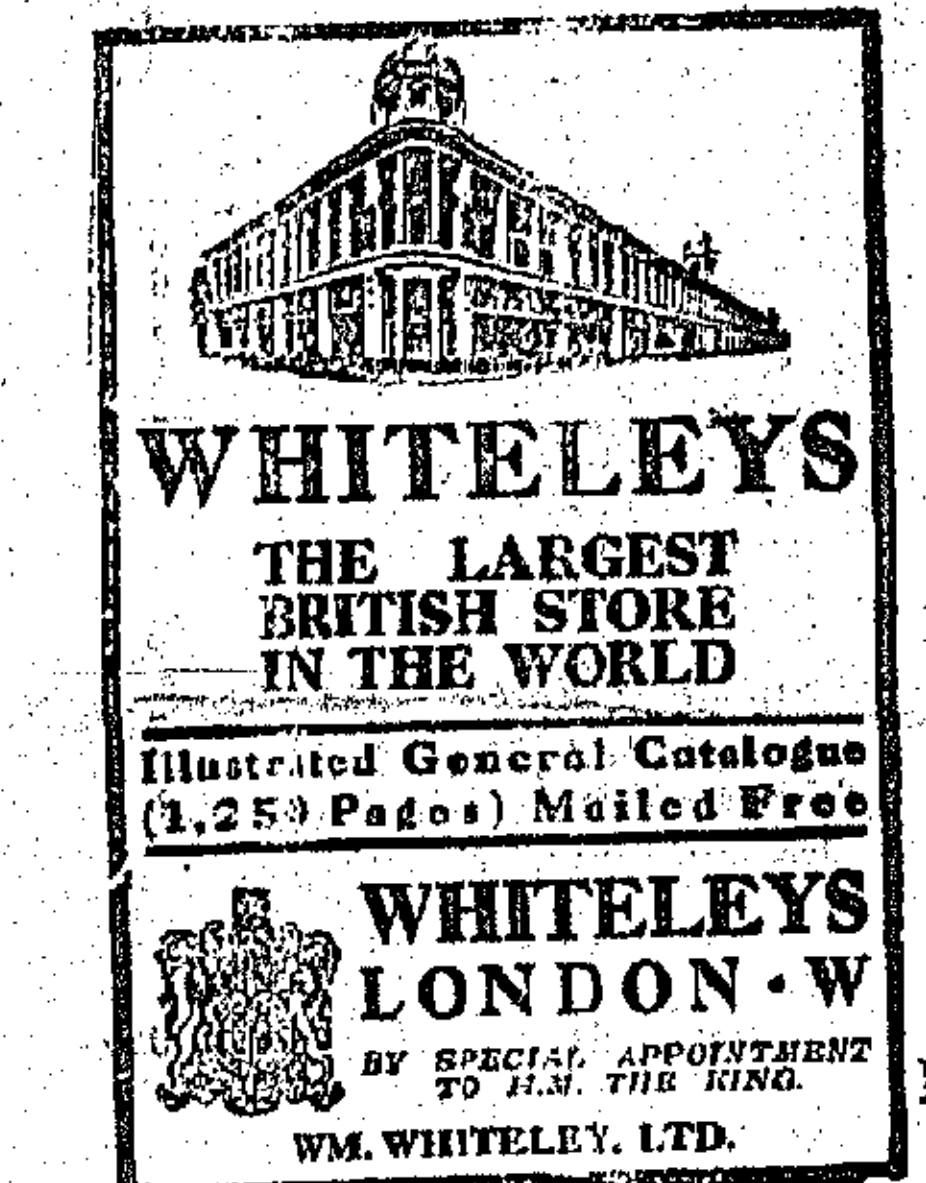
NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIABLE FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.

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HAMBURG LETTER.

(SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS.")

May 31st, 1913.

A MARINE INSURANCE QUESTION.
In one of my letters some time ago I mentioned the doubt and consequent uneasiness prevailing in commercial circles on the Continent as to the liability of British underwriters in time of war on marine insurance policies held by subjects of the enemy's country, it being generally believed that they were debarred by law from entertaining any claims for losses even should they have been incurred before the outbreak of hostilities. Sir Edward Beauchamp, chairman of Lloyd's committee in London, has set all minds at rest on that point by a statement made at the meeting of the "Comité Maritime International" at Copenhagen a fortnight ago, that his committee had taken counsel's opinion which was to the effect that from the moment war was declared between Great Britain and a foreign country no action would lie against a British subject for claims arising out of any contract or agreement entered into with the enemy, as long as the war lasted, and that consequently claims on marine insurance policies taken out before the rupture with a foreign State could not be sued for in Court even should the losses have been incurred before the outbreak of hostilities, and that underwriters were entitled to demand the suspension of all proceedings until the conclusion of peace. There was nothing, however, to prevent British underwriters, if so inclined, paying losses incurred either before or after the declaration of war. If they should desire to postpone a settlement until peace had been restored, the plea would have to be specially entered or the Court would in all probability allow the action to take its course. These views were based on decisions delivered during the Napoleonic wars, and there being no more recent ones on record it might be safely assumed that courts of law would not interpret too literally rulings propounded at a time when the conditions of trade, including marine insurance, differed so widely from those of the present day. As Chairman of Lloyd's he (Sir Edward Beauchamp) wished to state that there was not a single case on record at their office of a claim for losses at sea having been refused on the above grounds, and that articles which had recently appeared in foreign newspapers expressing doubts as to the liability of underwriters were based on an erroneous interpretation of British law, and therefore misleading. They were completely disposed of by the legal opinion quoted, which declared that British underwriters were at liberty to pay claims for losses incurred before or during the war; they seemed to ignore, moreover, the right of the British Government to grant permission to trade with the enemy in special cases. The decision came by British underwriters, by which they had declared their readiness to abide, was this: that they would not contest the validity of a marine insurance policy on the plea that it covered the enemy's goods and that they meant to meet their engagements as faithfully and completely in times of war as in peace. His own opinion was that this was the only course consistent with the common principles of honesty and good faith.

This declaration has made a very favourable impression and has allayed all apprehensions on the subject.

ROYAL VISITS TO BERLIN AND THEIR INFLUENCE ON TRADE.

The visit of their Majesties and of the Tsar to Berlin seems to have been attended with great success, and, although officially declared to be void of all political significance, cannot fail to have a reassuring effect in every direction and to give trade, that was beginning to languish under the protracted peace negotiations, a fresh stimulus later on. The preliminaries having at last been signed yesterday both by Turkey and the recalcitrant Balkan Powers, it is to be hoped that the latter, seeing the unanimity existing between the Great Powers on the subject, will come to terms amongst themselves, without delay and further bloodshed. The Stock Exchanges have been the first to show signs of returning animation in consequence of the more peaceful aspect of affairs, and although private investors on the whole still hold back, the wonderful success of the Chinese loan, the part allotted to the London market having been oversubscribed seven times, and that to Berlin five, prove that confidence is being restored and that the potentialities of a further opening up of a country with so enormous a population as the Celestial Empire are fully understood.

TRADE.
There is no improvement in trade to be reported since last week; the iron industries more especially are complaining of the absence of fresh business, whilst prices of finished and half finished articles are steadily giving way. In the cotton trade

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there is a decided falling off in the demand for yarns and cloth, at any rate on the Continent, as the belief in a very large crop in the United States is gaining ground owing to the favourable weather accounts from nearly every part of the cotton belt. The estimate of the stand of the fields at the end of this month, to be published by the Agricultural Bureau in Washington on Monday next, is expected to be several per cent. higher than that at the corresponding time last season, with an increase of from 3 to 4 per cent. in the acreage planted. It should not be forgotten, however, that the crop has still to be made and that the most critical months are July and August.

THE SUGAR CONFERENCE.
The usual spring conference of the International Sugar Association met in Brussels on the 26th inst. It was of special importance, as Great Britain and Italy, who have withdrawn from the agreement, attended for the last time. The former has declared her intention of continuing to abide by the former arrangements at least for the present, but both countries are growing in importance as sugar-producing States, and although the number of mills to enter into operation in England in the autumn is so far confined to two in Yorkshire and one in Kent, there is no knowing how rapidly the development may be, should the attempt prove successful. The mill in Pontelongo in Italy, which is already in full swing, will soon be one of the largest in the world, as extensive additions are planned, to be carried out with the aid of Belgian capital.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Russia* left Vancouver on the 19th June, a.m., and is due to arrive at Hongkong on the 7th July.
The I.G.M. str. *Coblentz* left Manila on the 21st June, at 4 a.m., and may be expected here on or about 23rd June, at 8 a.m.
The I.G.M. str. *Scharnhorst* left Shanghai on the 21st June, and may be expected here on or about the 24th June, at 8 p.m.
The P. & O. str. *Sinla* left Singapore for this port on the 20th June, at 4 p.m., and is due here on the 25th June, at about 5 p.m.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DEVANHA,"
Arrived Hongkong on 16th June, 1913,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo —
From London, via Suez, "Moldavia,"
From Persian Gulf, via Suez, B. I. S. N.
and R. & P. S. N. Co's Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 4 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 19th June, 1913.

NOTICES TO CONSIGNEES.

S.S. "ATLANTIQUE,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Sidon" and "Basque," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned on or before the 23rd inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognised. All damaged packages will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 16th June, 1913.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"HOPSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 23rd inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 20th June, 1913.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWE,"
FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 30th inst., or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 18th June, 1913.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

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PLAN OF HONGKONG (SHANGHAI) with the showing the Extension Settlement
PLAN OF NEW HONGKONG (Kowloon)
PLAN OF KOWLOON
PLAN OF SHANGHAI

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Hongkong, 29th October, 1910.

DEATH OF THE POET LAUREATE.

JOURNALIST, POET AND RECLUSE.

The news of the death of Mr. Alfred Austin, the Poet Laureate, was duly telegraphed by Reuters to Ceylon, and then seems to have been dropped from the service message, for it was only by the arrival of the southern papers that we became aware of the fact. The *Times of Ceylon*, in the course of its obituary notice of the dead poet, essayed a leader writer, observed that he held the post of Poet Laureate for 37 years and passed away at the ripe age of 78. Many of those who know the late Laureate better than the world that, with or without justification, thought it fashionable to sneer at his pretensions to literary talent, will mourn the loss of one whose composite character displayed many simple and admirable traits. Mr. Austin had perhaps rather more than the usual share of harmless vanity. But his also were a warm heart and a sterling moral integrity that made the Laureate's cloistered life one well worth the living. If the artistic value of the bulk of his poetry was negligible, and some of it is a good deal better than those who have never read it might imagine, Mr. Austin was not without literary ability of another sort. It is by no means generally known that in his early days he worked with success and credit as a special correspondent in Rome for a great London daily newspaper. Some of his contributions in this capacity would compare very favourably with the works of the best modern descriptive journalists, and at the time they appeared created something of a sensation, not only in the newspaper offices but in the drawing-rooms of mid-Victorian culture.

The son of a Yorkshire wool merchant of sterling reputation but only moderate means, the late Laureate, after his education at the Roman Catholic Seminary of Stonyhurst, succeeded to a very moderate competence on beginning his career at the bar, a distasteful profession which he had achieved the beginnings of a literary reputation by the publication of "The Season, a Satire," and an earlier work "Randolph, a Tale of Polish Grief" about which later, as its name might suggest, perhaps the less said the better. He married, in the days of his early economies, Hester, daughter of T. Homan Mullock of Belfast, King's County. The death of his father in 1861 made a considerable difference to the family finances, and the future Laureate was able to devote himself wholly and without fear to the activities which his natural bent had always inclined him, foreign travel and the making of verses. The bulk of his published work is large, and although little known to the present generation, much of it found favour in the eyes of many of his fellow-craftsmen of a generation ago whose own outpourings are still cherished.

"The Garden that I Love" is one of Mr. Austin's few modern productions that the general public is likely to be familiar with. His "Autobiography," published in 1911, is a volume that, full though it is of the naïf egotisms that were an integral feature of the writer's character, will be found by anyone curious enough to possess himself of it to be the mirror of a very placid, kindly, and likeable personality.

The appointment of a successor, though not perhaps a matter of much practical concern to the Government so much bothered as Mr. Asquith's by other and weightier problems, will not be easily accomplished. Mr. Kipling has been in the running before and despite his virtual ten years' silence should remain a hot favourite. Of Mr. Maschfield's artistic pre-eminence there can be no question, but we doubt whether he is the type to appeal to a Premier on the lookout for a safe man, and in any case he is hardly the man to covet this particular honour. These objections apply equally to that relatively large body of young poets, headed by Mr. Lascelles Abercrombie, who have come to the fore within the last decade and whose work is distinctive and important enough already to have brought the categorical application of Georgian poetry into general use. All things considered, it would certainly not surprise us if, for the present at least, no appointment were to be made.

SHIPBUILDING IN JAPAN.

WARSHIPS AND MERCHANT VESSELS.

Some information on the building of war and other ships in Japan appears in the Japanese papers from official quarters. The marked development in shipbuilding, as well as in the provision of naval arsenals and other dockyards, is stated to be the result of the Government's encouragement given of warships and other vessels at home, in order not only to economize expenditure but to ensure the independence of arms and ammunition which is of paramount importance from the strategic standpoint. The Imperial Navy has therefore decided to construct at home, besides the *Fuso* and three other sister ships of 20,000 to 30,000 tons already built at Kure and Yokosuka, three battleships of the same size, namely the *Hiei*, *Haruna* and *Kirishima*, the warships now building abroad being only the *Kongo* and a few destroyers and submarine boats. So far as the construction of merchant ships is concerned, however, the condition of the dockyards in the country does not enable Japan to adhere entirely to the policy of constructing ships at home, the vessels building abroad for the Nippon Yusen Kaisha alone numbering four of 23,700 gross tons, namely the *Tokushima Maru* of 6,500 tons, the *Penang Maru* of 5,500 tons and the *Rangoon Maru* of 5,200 tons. But the tendency is nevertheless towards a steady development in the home construction of vessels on account of the Government subsidies as well as other encouragement constantly afforded by the authorities concerned. The vessels now building in the domestic dockyards number eight in all, with a gross tonnage of 77,100 tons, as detailed in the following table:

Dockyards.	Names of Vessels.	Gross Tonnage.
Fushimi.	<i>Fushimi</i>	11,900
Suway.	<i>Suway</i>	11,900
Katori.	<i>Katori</i>	10,500
Ayao.	<i>Ayao</i>	9,400
Yasaka.	<i>Yasaka</i>	11,900
Kushima.	<i>Kushima</i>	10,500
Yamashiro.	<i>Yamashiro</i>	3,600
Sakaki.	<i>Sakaki</i>	3,600

SHIPPING IN PORT.

STEAMERS.

ARAGONIA, German str., 5,123, A. Enigh, 10th June—Mojito 10th June, General.—Hamburg-America Line.
 BENLARI, British str., 2,510, Wallace, 18th June—Mojito 12th June, Coal.—Gibb, Livingston & Co.
 BORNED, German str., 1,344, F. Sombill, 17th June—Sandakan 12th June, Timber.—Molchers & Co.
 CHONGSHING, British str., 1,989, V. McC. Liddell, 19th June—Weihaiwei 14th June, General.—Jardine, Matheson & Co.
 HAZEL DOLLAR, British str., 2,304, M. Ridley, 14th June—Seattle 5th April, Lumber.—Robert Dollar Co.
 HELINE, German str., 700, Jesson, 19th June—Touman—General.—Jensen & Co.
 HOPKINS, British str., 1,359, J. M. Hay, 20th June—Singapore 14th June, General.—Jardine, Matheson & Co.
 KUMSANG, British str., 2,077, F. Wheeler, 16th June—Mojito 11th June, Coal and General.—Jardine, Matheson & Co.
 PANAMA MARU, Japanese str., 3,787, J. Kanoo, 14th June, General.—Osaka Shosen Kaisha.
 SIGNAL, German str., 987, P. E. Christian, 20th June—Bangkok 13th June, Rice.—Jensen & Co.
 TAIHONG, Chinese str., 1,216, Paramore, 18th June—Shanghai 15th June, General.—
 TEAN, British str., 1,351, Wake, 20th June—Manila 17th June, General.—Butterfield & Swire.
 TILLWONG, Dutch str., 3,081, J. P. Scholten, 14th June—Macassar 5th June, Sugar and General.—Java-China-Japan Line.
 YERNAN, British str., 1,206, G. W. Eedy, 15th June—Bangkok 8th June, General.—Butterfield & Swire.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia* arrived at Manila on the 20th June, between 10 a.m. and noon, and sailed from that port for Hongkong on the 22nd June, between 10 a.m. and noon, and is due to arrive at Hongkong on the 24th June, at daylight. The United States mail, left Yokohama on the 16th June, between 2 and 4 p.m., for Hongkong via Shanghai, and will arrive in Hongkong on the 25th June.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 7th June, and may be expected to arrive here on the 27th June.

THE CANADIAN MAIL.

The O.P.R. str. *Empress of Japan* left Yokohama on the 18th June, at 3 p.m., and was due to arrive at Kobe on the 19th June, at 3 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 28th May, left Colombo on the 14th June, and may be expected here on or about the 25th June.

MERCHANT STEAMERS.

The Swedish East Asiatic Co.'s str. *Ceylon* left Singapore on the 17th June, and is expected to arrive here on the 23rd June.

The Apar str. *Gregory Apcer*, from Shanghai and Kobe, left Mojito on the 19th June, p.m., and may be expected here on or about the 24th June, a.m. The Russian str. *Dania* left Vladivostok via Pechow for this port, and is due to arrive here on or about the 25th June.

The T.K.K. str. *Kiyo Maru* arrived at Honolulu from Manzanillo on the 11th June, and is due in Hongkong on the 20th June.

The str. *Glenroy* passed the Suez Canal on the 6th June, for Hongkong via Straits.

The American and Manchurian Line str. *Kansas* passed the Suez Canal on the 17th June, for Hongkong direct.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SHIRE LINE, LIMITED.

Onsang, from Saigon, is due in Hongkong 23rd June.
Festala, from London, is due in Hongkong 30th June.

Hintshire, from Portland, is due in Hongkong 13th July.

PASSENGERS.

ARRIVED.

Per *Kwonggang*, from Shanghai, Mr. W. Fish.
 Per *Haiching*, from Swatow, Mr. L. Thomas and Mr. Best.
 Per *Aradiah*, from London, Mr. G. W. Roome, for Bombay, Mr. A. S. Ebrahimji, Mr. E. A. Meyers, Mr. and Mrs. Cassum Ahmed, Mr. and Mrs. Cassum, Miss Ahmed, Mr. and Mrs. Adriano, Mr. A. C. Machado, Mr. M. Vieira, Mr. J. Donas, Mr. J. Joaquim, Mr. J. A. S. d'Almeida, Mr. R. M. Correia, Mr. A. Botelho, Mr. J. F. de Miranda, Mr. J. Valentini, Mr. C. S. J. da Costa, Mr. A. Nunes, Mr. A. Augusto, Mr. A. J. Raimundo, Mr. J. B. da Silva, Mr. G. L. Godden, Mr. H. H. Ramsay, Mr. and Mrs. J. Scrymgeour and Mr. W. C. Murray.

PASSED THE CANAL.

May 30th—*Anillochus*, Ceylon, Nore, Peicho, Simla.
 June 6th—*Bulow*, Ernest Simons, *Glenroy*, *Hirano Maru*, *Satsuma*, *Tenka*, *Teucer*, *Tridus*, *Den of Glamis*.
 June 10th—*Bohemia*, *Hitchi Maru*, *Koerber*, *Nippon*, *Preussen*.
 June 13th—*Calchas*, *Indrani*, *Namur*.
 June 17th—*Bengloe*, *Dunbar*, *Lennor*, *York*, *Kansas*, *Loat*.
 June 20th—*Bayern*, *Miyasaki Maru*, *Vingehaug*, *Prinz Ludwig*, *Tango Maru*, *Vorwarts*, *Cotswold Range*, *Yangtze*, *Amazon*, *O. J. D. Ahlers*.
 June 20th—*Bulow*, *Hirano Maru*, *Peicho*, *Polynesian*, *Tenka*.

WEATHER REPORT.

On the 22nd at 11.10 a.m.—The Manchurian depression has passed away to the north-east. The depression which was central to the north of the Yangtze Valley yesterday now covers central Japan; pressure has in consequence increased moderately along the north-east coast of China. It has decreased slightly along the south coast owing to the formation of a depression over Tongking. It is stationary over the Philippines.

Valence S. winds are indicated over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.14 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District Forecast.
 Hongkong & Neighbourhood
 South coast of China between (The same as Hongkong and Lamook) No. 1.
 South coast of China between (The same as Hongkong and Hainan) No. 1.
 S.W. to S. winds, moderate, squally; fair to showery.

CHINA COAST METEOROLOGICAL REGISTER.

22ND JUNE, 1913, A.M.

Station.	Bar.	Therm.	Humid.	Wind.	Force.	Weather.
V'lostok	29.71	75	85	SE	1	b
Nemuro	29.71	75	85	SE	1	b
Hakodate	29.69	75	85	SE	1	b
Fukushima	29.69	75	85	SE	1	b
Nagasaki	29.69	75	85	SE	1	b
Kagoshima	29.69	75	85	SE	1	b
Oshima	29.69	75	85	SE	1	b
Naha	29.69	75	85	SE	1	b
Ishijima	29.69	75	85	SE	1	b
Donkai	29.69	75	85	SE	1	b
Choshi	29.69	75	85	SE	1	b
Yokohama	29.69	75	85	SE	1	b
Hankow	29.69	75	85	SE	1	b
Shanghai	29.69	75	85	SE	1	b
Amoy	29.69	75	85	SE	1	b
Swatow	29.69	75	85	SE	1	b
Taipei	29.69	75	85	SE	1	b
Tientsin	29.69	75	85	SE	1	b
Peking	29.69	75	85	SE	1	b
Harbin	29.69	75	85	SE	1	b
Manchuria	29.69	75	85	SE	1	b
Amur	29.69	75	85	SE	1	b
Ussuri	29.69	75	85	SE	1	b
Primorye	29.69	75	85	SE	1	b
Yokohama	29.69	75	85	SE	1	b
Hankow	29.69	75	85	SE	1	b
Shanghai	29.69	75	85	SE	1	b
Amoy	29.69	75	85	SE	1	b
Swatow	29.69	75	85	SE	1	b
Taipei	29.69	75	85	SE	1	b
Tientsin	29.69	75	85	SE	1	b
Peking	29.69	75	85	SE	1	b
Harbin	29.69	75	85	SE	1	b
Manchuria	29.69	75	85	SE	1	b
Amur	29.69	75	85	SE	1	b
Ussuri	29.69	75	85	SE	1	b
Primorye	29.69	75	85	SE	1	b

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32° degrees Fahrenheit.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b, blue sky, c, clear, d, drizzling rain, f, fog, g, gloomy, h, hazy, i, rain, k, snow, l, thunder, v, visibility, w, wind.

7 RAIN, in inches and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 22nd

	Previous On	Date On	Date
	Day	at 2 p.m.	at 2 p.m.
Barometer	29.75	29.75	29.75
Temperature	86	81	87
Humidity	75	88	68
Wind Direction	West	WSW	SW
Force	3	4	4
Weather	c	eq	eq
Rain	0	0.14	0

Highest open air Temperature on 21st. 86

Lowest open air Temperature on 21st. 72

HONGKONG TIDE TABLE.

From 23rd to 29th June, 1913.

	High Water	Low Water
Day	Mean Time	Mean Time
Mon	23 m 29	37 m 7
Tues	24 m 11	47 m 17
Wed	25 m 25	58 m 28
Thurs	26 m 40	69 m 39
Fri	27 m 55	80 m 50
Sat	29 m 10	91 m 01
Sun	30 m 25	102 m 12
Mon	31 m 40	113 m 23
Tues	32 m 55	124 m 34
Wed	34 m 10	135 m 45
Thurs	35 m 25	146 m 56
Fri	36 m 40	157 m 07
Sat	37 m 55	168 m 18
Sun	39 m 10	179 m 29
Mon	40 m 25	190 m 40
Tues	41 m 40	201 m 51
Wed	42 m 55	212 m 02
Thurs	44 m 10	223 m 13
Fri	45 m 25	234 m 24
Sat	46 m 40	245 m 35
Sun	47 m 55	256 m 46
Mon	49 m 10	267 m 57
Tues	50 m 25	278 m 08
Wed	51 m 40	289 m 19
Thurs	52 m 55	300 m 30
Fri	54 m 10	311 m 41
Sat	55 m 25	322 m 52
Sun	56 m 40	333 m 03
Mon	57 m 55	344 m 14
Tues	59 m 10	355 m 25
Wed	60 m 25	366 m 36
Thurs	61 m 40	377 m 47
Fri	62 m 55	388 m 58
Sat	64 m 10	399 m 09
Sun	65 m 25	410 m 20
Mon	66 m 40	421 m 31
Tues	67 m 55	432 m 42
Wed	69 m 10	443 m 53
Thurs	70 m 25	454 m 04
Fri	71 m 40	465 m 15
Sat	72 m 55	476 m 26
Sun	74 m 10	487 m 37
Mon	75 m 25	498 m 48
Tues	76 m 40	509 m 59
Wed	77 m 55	520 m 10
Thurs	79 m 10	531 m 21
Fri	80 m 25	542 m 32
Sat	81 m 40	553 m 43
Sun	82 m 55	564 m 54
Mon	84 m 10	575 m 05
Tues	85 m 25	586 m 16
Wed	86 m 40	597 m 27
Thurs	87 m 55	608 m 38
Fri	89 m 10	619 m 49
Sat	90 m 25	630 m 60
Sun	91 m 40	641 m 71
Mon	92 m 55	652 m 82
Tues	94 m 10	663 m 93
Wed	95 m 25	674 m 04
Thurs	96 m 40	685 m 15
Fri	97 m 55	696 m 26
Sat	99 m 10	707 m 37
Sun	100 m 25	718 m 48
Mon	101 m 40	729 m 59
Tues	102 m 55	740 m 10
Wed	104 m 10	751 m 21
Thurs	105 m 25	762 m 32
Fri	106 m 40	773 m 43
Sat	107 m 55	784 m 54
Sun	109 m 10	795 m 05
Mon	110 m 25	806 m 16
Tues	111 m 40	817 m 27
Wed	112 m 55	828 m 38
Thurs	114 m 10	839 m 49
Fri	115 m 25	850 m 60
Sat	116 m 40	861 m 71
Sun	117 m 55	872 m 82
Mon	119 m 10	883 m 93
Tues	120 m 25	894 m 04
Wed	121 m 40	905 m 15
Thurs	122 m 55	916 m 26
Fri	124 m 10	927 m 37
Sat	125 m 25	938 m 48
Sun	126 m 40	949 m 59
Mon	127 m 55	960 m 10
Tues	129 m 10	971 m 21
Wed	130 m 25	982 m 32
Thurs	131 m 40	993 m 43
Fri	132 m 55	1004 m 54
Sat	134 m 10	1015 m 05
Sun	135 m 25	1026 m 16
Mon	136 m 40	1037 m 27
Tues	137 m 55	1048 m 38
Wed	139 m 10	1059 m 49
Thurs	140 m 25	1070 m 60
Fri	141 m 40	1081 m 71
Sat	142 m 55	1092 m 82
Sun	144 m 10	1103 m 93
Mon	145 m 25	1114 m 04
Tues	146 m 40	1125 m 15
Wed	147 m 55	1136 m 26
Thurs	149 m 10	1147 m 37
Fri	150 m 25	1158 m 48
Sat	151 m 40	1169 m 59
Sun	152 m 55	1180 m 10
Mon	154 m 10	1191 m 21
Tues	155 m 25	1202 m 32
Wed	156 m 40	1

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONGTO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.PROPOSED SAILINGS. FROM COLOMBO:
23rd June. Connecting with "KATANGA" 10th July.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.**BRITISH INDIA S. N. CO., LTD.****APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "JELUNGA," 5,206 tons, Captain Sullivan, will be despatched
for MILKE, KOBE and MOJI on 30th June.
S.S. "BRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
to SHANGHAI, KOBE and MOJI on 9th July.**WESTWARD.**S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 28th June, at 5 P.M.
S.S. "DILWARA," 5,328 tons, Captain Ramage, R.N.R., will be despatched
as above on 1st July.
These vessels have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 23rd June, 1913.

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	From HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
CHINA ... 10,200 tons.	SPEED.	NEW YORK to Europe.
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY, 1st July, at Noon.
PERIA	9,000	...	TUESDAY, 1st July, at 1 P.M.
KOREA	18,000	...	SATURDAY, 14th July, at 1 P.M.
SIBERIA	18,000	...	TUESDAY, 29th July, at 3 P.M.
CHINA	10,200	...	TUESDAY, 5th Aug., at 1 P.M.
MANCHURIA	27,000	...	SATURDAY, 18th Aug., at 1 P.M.
NILE	11,000	...	SATURDAY, 23rd Aug., at 1 P.M.
MONGOLIA	27,000	...	SATURDAY, 13th Sept., at Noon.
PERIA	9,000	...	

INTERMEDIATE STEAMERS.Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.**HONGKONG—MANILA SERVICE.**

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Arrive Hongkong.
1st July	PERIA ... 3rd July.	22nd June	PERIA ... 24th June.	
4th July	KOREA ... 6th July.	19th July	CHINA ... 21st July.	
29th July	CHINA ... 31st July.	25th July	MANCHURIA ... 27th July.	
16th Aug.	NILE ... 18th Aug.	8th Aug.	NILE ... 8th Aug.	
13th Sept.	PERIA ... 15th Sept.	14th Aug.	MONGOLIA ... 16th Aug.	

LET US PLAN AN ITINERARY FOR YOU.KING'S BUILDING (opposite Blake Pier) **O. H. RITTER, Acting Agent.**
Telephone No. 141.
Panama-Pacific International Exposition—San Francisco—1915**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL.

SHANGHAI, KOBE AND ERNEST SIMONS ... On 30th June, at 6 A.M.
YOKOHAMA ... Capt. Prunot.MARSEILLES VIA PORTS ... ARMAND BEHIC ... On 1st July, at 1 P.M.
Capt. Rosati.TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Paris.For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 23rd JUNE, 1913.
8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."TUESDAY, 24th JUNE, 1913.
8 a.m. "HONAM."
10 p.m. "FATSHAN."A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776 Night steamers Call No. 775.**HONGKONG-MACAO LINE.**

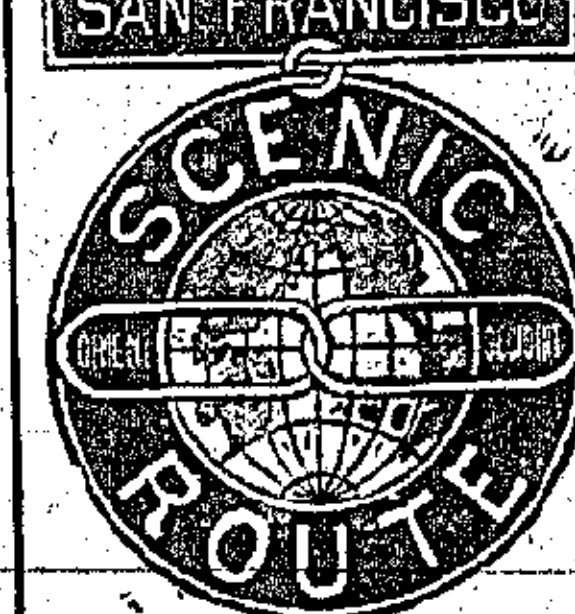
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.**EXCURSION TO MACAO.**

SUNDAY, 29th JUNE, 1913.

The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANU." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**
Hotel Mansions (First Floor), opposite the Blake Pier.**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... On 23rd June.
KOBE and MOJI ... " ... On 23rd June.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, Tor Floor.**SAN FRANCISCO
SCENIC ROUTE****TOYO KISEN KAISHA****WESTERN PACIFIC****DENVER AND RIO GRANDE.**New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket,
baseball games and free newspaper containing World's happenings by wireless.**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**The T.K.K. Lines connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers,
Through Tourists' Sleepers,
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierra—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.**C. LACY GOODRICH,**
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. (57)**AUSTRIAN LLOYD.**(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEBER," 9,900 tons, will leave as above on 15th July, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor,
Stewards, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £26 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "GISELA," will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.RAILWAY FARES: Trieste-London. BY SIMPSON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £28.15, II £21.10.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Leon, Calais or Boulogne, Class I £28.15, II £21.10.
BY SUMMER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £28.15, II £21.10.
Via Munich, Cologne, Hook or Flushing, Class I £28.15, II £21.10.
S.S. "KOEBER," 9,900 tons, will leave as above on 1st July, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 23rd June.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

Hongkong, 16th June, 1913.

SANDER, WIELER & Co., Agents,
Princes' Building.**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

**PROJECTED SAILINGS FROM HONGKONG—**

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	MISHIMA MARU Capt. F. L. Sommer.	16,000	{ WED'DAY, 2nd July, at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	KAGA MARU Capt. Tabusa.	12,500	{ WED'DAY, 16th July, at Daylight.
VICTORIA, B.O., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA ...	SADO MARU Capt. A. Sakawa.	12,500	{ TUESDAY, 1st July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ...	YOKOHAMA MARU Capt. Wada.	12,500	{ TUESDAY, 15th July, at 4 P.M.
	KUMANO MARU Capt. M. Winkler.	9,300	{ WED'DAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tomimaga.	12,500	{ WED'DAY, 30th July, at Noon.
CALCUTTA via SINGAPORE PENANG and RANGOON ...	CEYLON MARU Capt. Noguchi.	12,000	{ SATURDAY, 28th June.
BOMBAY via SINGAPORE, and COLOMBO ...	KAMAKURA MARU Capt. T. Hori.	12,500	{ MONDAY, 23rd June.
KOBE and YOKOHAMA ...	HITACHI MARU Capt. Yamawaki.	13,000	{ THURSDAY, 3rd July, at 11 A.M.
KOBE and YOKOHAMA ...	TOSA MARU Capt. Sato.	12,000	{ MONDAY, 23rd June.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tomimaga.	12,500	{ WED'DAY, 2nd July, at 11 A.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA ...	PENANG MARU Capt. Noma.	12,500	{ WED'DAY, 2nd July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 1241.

(11—12—13)

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MAJOJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MACEDONIA ...	Sept. 27	Oct. 3
DEVANHA ...	Sept. 13	MAIWA ...	Oct. 11	Oct. 17
ASSAYE ...	Sept. 27	MOOLTAN ...	Oct. 25	Oct. 31
CHINA ...	October 11	MOBBA ...	Nov. 8	Nov. 14
DELTA ...	October 25	MARMORA ...	Nov. 22	Nov. 28
INDIA ...	Nov. 8	MOLDAVIA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 " £106.14 RETURN.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due MARSEILLES	Due LONDON
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	Aug. 29	Sept. 7
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 5
NANKIN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 23	Nov. 2
NORE ...	October 1	Nov. 5	Nov. 16
NILE ...	October 15	Nov. 19	Nov. 29
STYLA ...	October 29	Dec. 3	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 " £82.10 RETURN.
All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—**E. A. HEWETT,**
SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES & LISBON	NUBIA Capt. F. J. Fox	4 P.M., 25th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA Capt. G. Phillips	About 27th June.	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Toogood, R.N.M.	About 3rd July.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon, 5th July.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STREAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 25th June, 3 P.M.
HAIPHONG	"SUNGKIANG"	On 25th June, 9 A.M.
WEIHAIWEI & TIENTSIN	"KUBICHOW"	On 25th June, Noon.
SHANGHAI	"ANHUI"	On 25th June, 4 P.M.
SHANGHAI	"CHENAN"	On 28th June, 8 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUOHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woonung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE,

Hongkong, 23rd June, 1913. Telephone 36. AGENTS [7]

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and LAMBERG and to NEW YORK and from MANILA, CINGAPORE and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:	
S.S. PREUSSEN ...	30th June.
S.S. SILESIA ...	20th July.
S.S. BELGRAVIA ...	30th July.

HOMEWARD.

For MARSEILLES, HAVRE, HAMBURG:	
S.S. SITHONIA ...	28th June.
For MARSEILLES, HAVRE & HAMBURG:	
S.S. FUERST BUELOW ...	30th June.
For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRASILIA ...	3rd July.
For DUNKERQUE & HAMBURG:	
S.S. BIRKENHEAD ...	7th July.
For MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:	
S.S. ALTMARK ...	14th July.
For HAVRE, BREMEN & HAMBURG:	
S.S. GOLDENFELS ...	20th July.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

For Further Particulars, apply to—

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore	TUESDAY, 24th June, at 11 A.M.
"HAIPAN" ...	Capt. J. S. Roach	FRIDAY, 27th June, at 11 A.M.
"HAITANG" ...	Capt. A. E. Hodgins	TUESDAY, 1st July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. J. W. Evans	WED'DAY, 25th June, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAURENCE & Co.,
GENERAL MANAGERS.

Hongkong, 21st June, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE ...	On 27th June.	On 19th July, Noon.
...	On 25th July.	On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU and TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU ...	W. C. T. Finner	SATURDAY, 12th July, Noon.
CHIYO MARU ...	W. W. Greene	THURSDAY, 7th Aug., at Noon.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU ...	E. Bent	TUESDAY, 9th Sept., at Noon.

The S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO

and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU ...	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU ...	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU ...	18,500	WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO. FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU" ...	J. Kamao	WED'DAY, 26th June, at 1 P.M.
"SEATTLE MARU" ...	T. Saeto	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU" ...	N. Kobayashi	WED'DAY, 26th July, at 1 P.M.
"CHICAGO MARU" ...	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU" ...	K. Hori	WED'DAY, 20th Aug., at 1 P.M.
"TACOMA MARU" ...	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU" ...	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU" ...	M. Nemoto	WED'DAY, 30th July, P.M.
"LUZON MARU" ...	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"LUZON MARU" ...	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU" ...	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU" ...	M. Nemoto	SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

For FOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIO MARU" ...	Y. Yamamoto	

For TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige	
"DAIIN MARU" ...	M. Nagano	

For ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro	WED'DAY, 25th June, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA,

MANAGER.

Second Floor, No. 1, Queen's Building

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 26th June, 4 P.M.
RUBI ...	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. CO., Hongkong, 9th June, 1913.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7 1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT of EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212

Telegraphic Address: "TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LINE

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of June	JAPAN	Second half of June
TJIBODAS.	JAVA	First half of July	SHANGHAI	First half of July
TJITAROEN.	JAPAN	First half of July	JAVA	First half of July
TJIMAH.	JAVA	First half of July	JAVA	First half of July
TJILIWONG.	SHANGHAI	Second half of July	JAVA	Second half of July
TJIMANOEK.	JAVA	Second half of July	JAPAN	Second half of July
TJIKINI.	JAVA	Second half of July	SHANGHAI	Second half of July
TJIPANAS.	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LINE.

Yok Buildings, 1st Floor.

Hongkong, 21st June, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"SCHARNHORST," Capt. F. BERNH.	16,000	Wed'day, 25th June, at 10 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ E. FRIEDRICH," Capt. C. MUNDT	16,000	About Wed'day, 25th June.
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MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUCKHIST.	6,750	Saturday, 12th July, at 9 A.M.
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KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUCKHIST.	6,750	About Tuesday, 24th June.
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KUDAT and SANDAKAN	"BOBNEO," Capt. F. BRADILL.	5,000	End of June.
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All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Teletext.

For Further Particulars apply to

NORDDEUTSCHER LLOYD.

MELOERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th June, 1913.

"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00	MISSIONARY DIRECTORY, on paper cover	0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe	3.50	DOG AND GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER. "A Book for the Globetrotter," by Capt. C. V. Lloyd, with Maps and Illus.	1.75
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	FIFTY YEARS—ANGLO-CHINESE CALENDAR, 1834 to 1912	2.00
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MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLER OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
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POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" KOWLOON	0.75
TRADE MARK REGULATIONS IN CHINA	0.25	" PEAK	0.75
		" NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.20
		MAIL TABLES for 1913	0.30 & 0.25

